BookletChart™

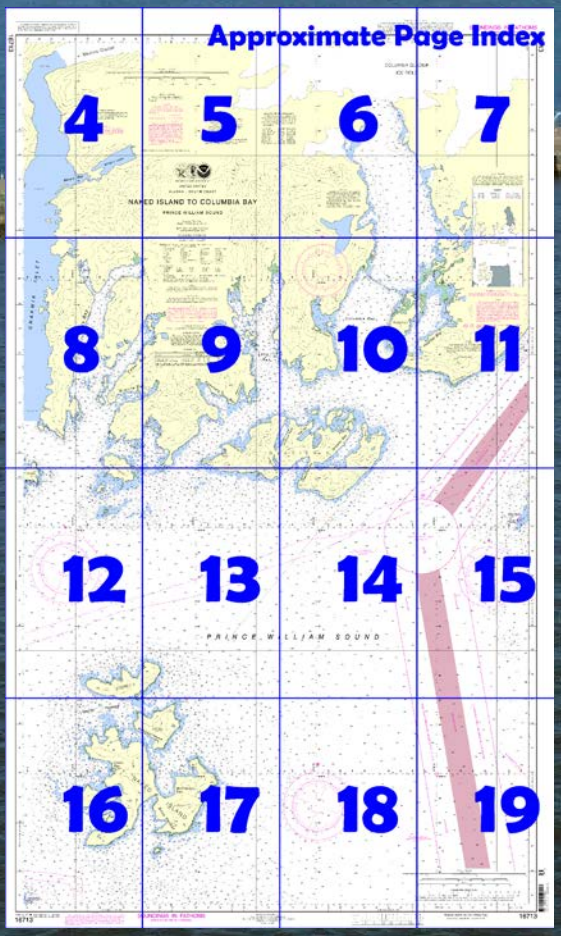
Naked Island to Columbia Bay

NOAA Chart 16713

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

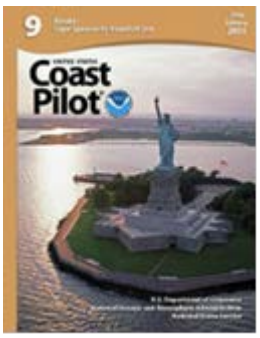
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16713.



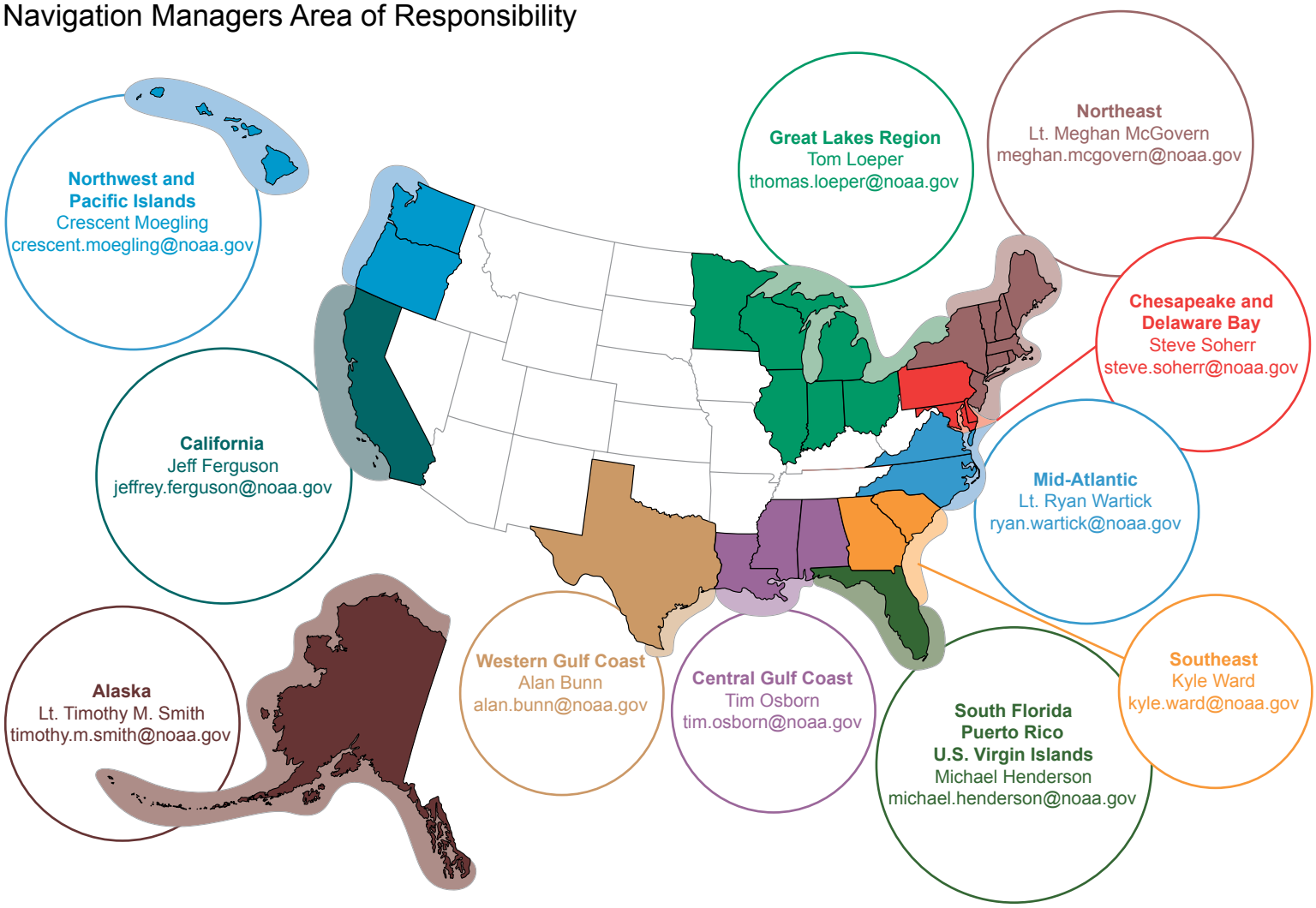
(Selected Excerpts from Coast Pilot)
Prince William Sound is an extensive body of water with an area of about 2,500 square miles. It is very irregular in outline, with great arms spreading in all directions. The entrance, from Cape Hinchinbrook to Cape Puget, is 58 miles across, but is almost closed off by islands. The largest is Montague Island which extends well out into the ocean.
Prince William Sound Shipping Safety Fairway, extending SE from Hinchinbrook Entrance at the approaches to Prince William Sound, has separate inbound and outbound traffic lanes that merge in the NW part.

There are three Safety Zones in Prince William Sound: Valdez Marine Terminal, Ammunition Island, and a Moving Safety Zone around explosive-carrying vessels.
Traffic Separation Scheme (Prince William Sound), wholly within U.S. Territorial waters, has inbound and outbound traffic lanes and separation zones, and leads from the vicinity of Cape Hinchinbrook through Prince William Sound and into Valdez Arm
Mariners approaching or departing Hinchinbrook Entrance are advised to use caution, because of strong currents, occasional severe weather, and fishing activity in the area. Hinchinbrook Entrance may be transited E or W of Seal Rocks, at the vessel master's discretion.
Dangers
The off-lying dangers in the approaches to Prince William Sound are Middleton Island, Fountain Rock, Wessels Reef, and Seal Rocks.
The Hinchinbrook Entrance Safety Fairway has been established to provide an unobstructed approach for vessels from the SE to Hinchinbrook Entrance. Use of this fairway provides safe clearance of Wessels Reef and Seal Rocks, and terminates at Cape Hinchinbrook. The Prince William Sound Vessel Traffic Service begins about 3.5 miles after departing the designated safety fairway. A RACON established at Seal Rocks and a radio beacon at Cape Hinchinbrook provide aids to making the approach.
The March 1964 earthquake caused a bottom uplift of from 4 to 32 feet in Prince William Sound. Some parts of the sound outside of the traffic separation scheme have not been surveyed since the earthquake. Until a complete survey is made of the area, extreme caution is necessary because depths may be considerably less than charted and mentioned in the Coast Pilot.
Middleton Island, about 50 miles off the entrance to Prince William Sound, is comparatively low and grass covered and difficult to pick up when making a landfall. An aerolight is on the W side about 1.3 miles from the S end of the island.
From a few miles offshore the island appears flat. The highest ground, on the S, has an elevation of 126 feet. A pinnacle rock at the extreme S end is conspicuous from E and W. The N end slopes to a sandspit.
A sandbar, awash at low water, extends 1.3 miles NW from the N tip of the island. The channel between the extreme end of the bar and the main island, 0.5 mile NW of the tip of the island, carries a depth of 3 fathoms, but strong rips occur and it is dangerous to use.
Middleton Island is inhabited by technicians that operate the Federal Aviation Administration station. The island is fringed by vast areas of reefs, rocks, and kelp. Breakers occur at greater distances. Foul ground extends 2 miles S of the island, terminating in breakers except in very smooth weather. Seaward of these breakers, the bottom falls off rapidly into deepwater, except that in 1967, a depth of 5¼ fathoms was found to exist about 0.3 mile S of the foul ground in 59°22.3'N., 146°23.1'W.
Broken ground extends 3 miles to the E, terminating in breakers which first begin to appear when a moderate swell is running. This side of the island should be given a wide berth.
The waters W of **Middleton Island** are clear of off-lying dangers, giving an easy approach to an anchorage from this direction. The best anchorage is 1 mile S of the N tip and 2 miles W of the island in about 12 fathoms. Small vessels can anchor further E, 1 mile W of the island, in about 7 to 8 fathoms. This area gives protection from the NE and SE.
Tidal currents, of about 2 knots, run approximately parallel to the island.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

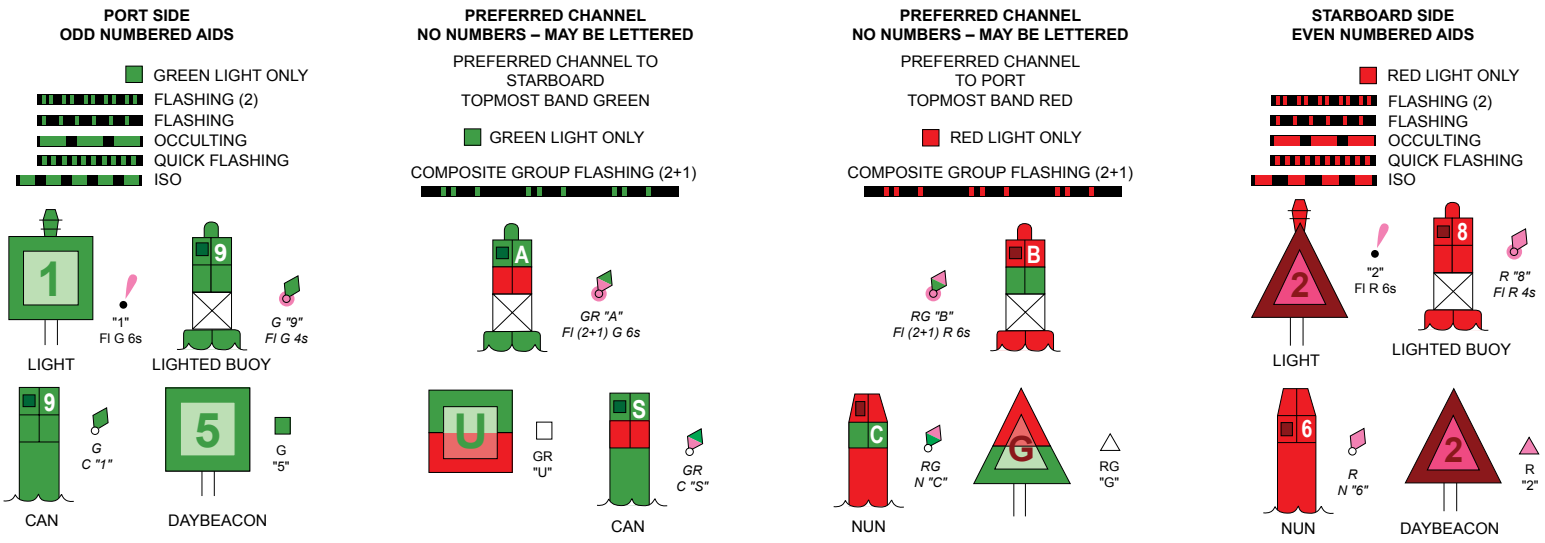


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

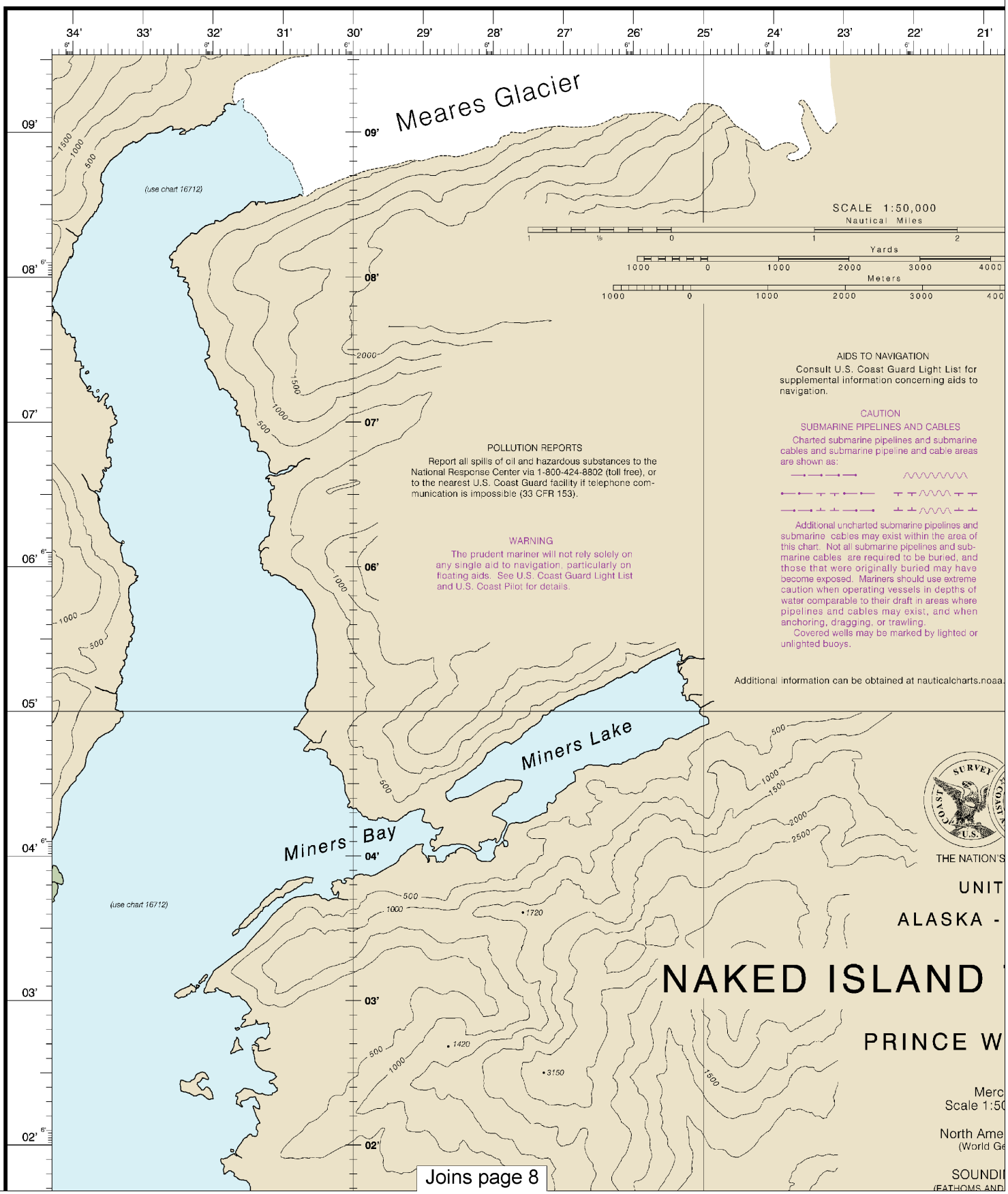
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

16713



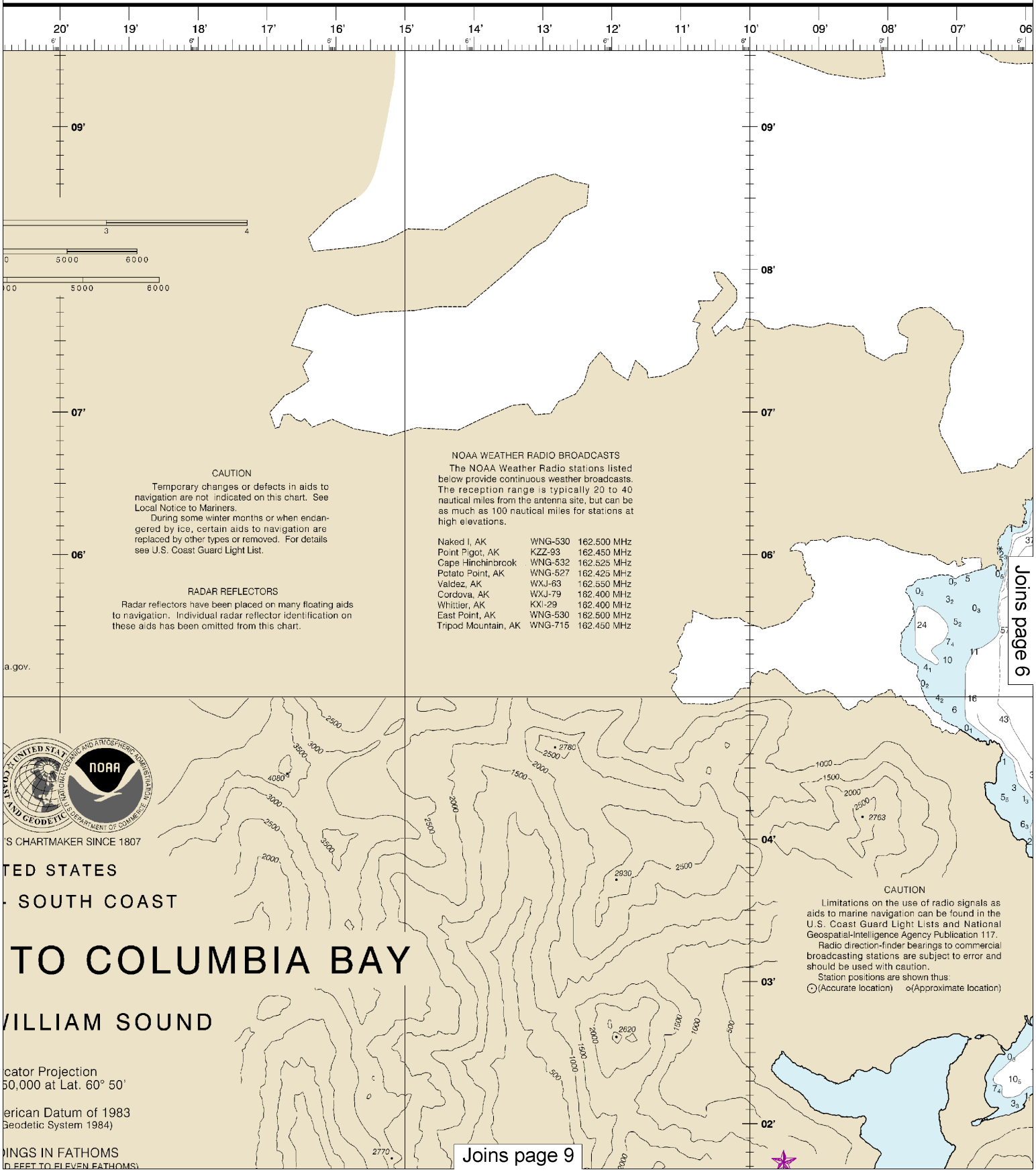
4

Note: Chart grid lines are aligned with true north.

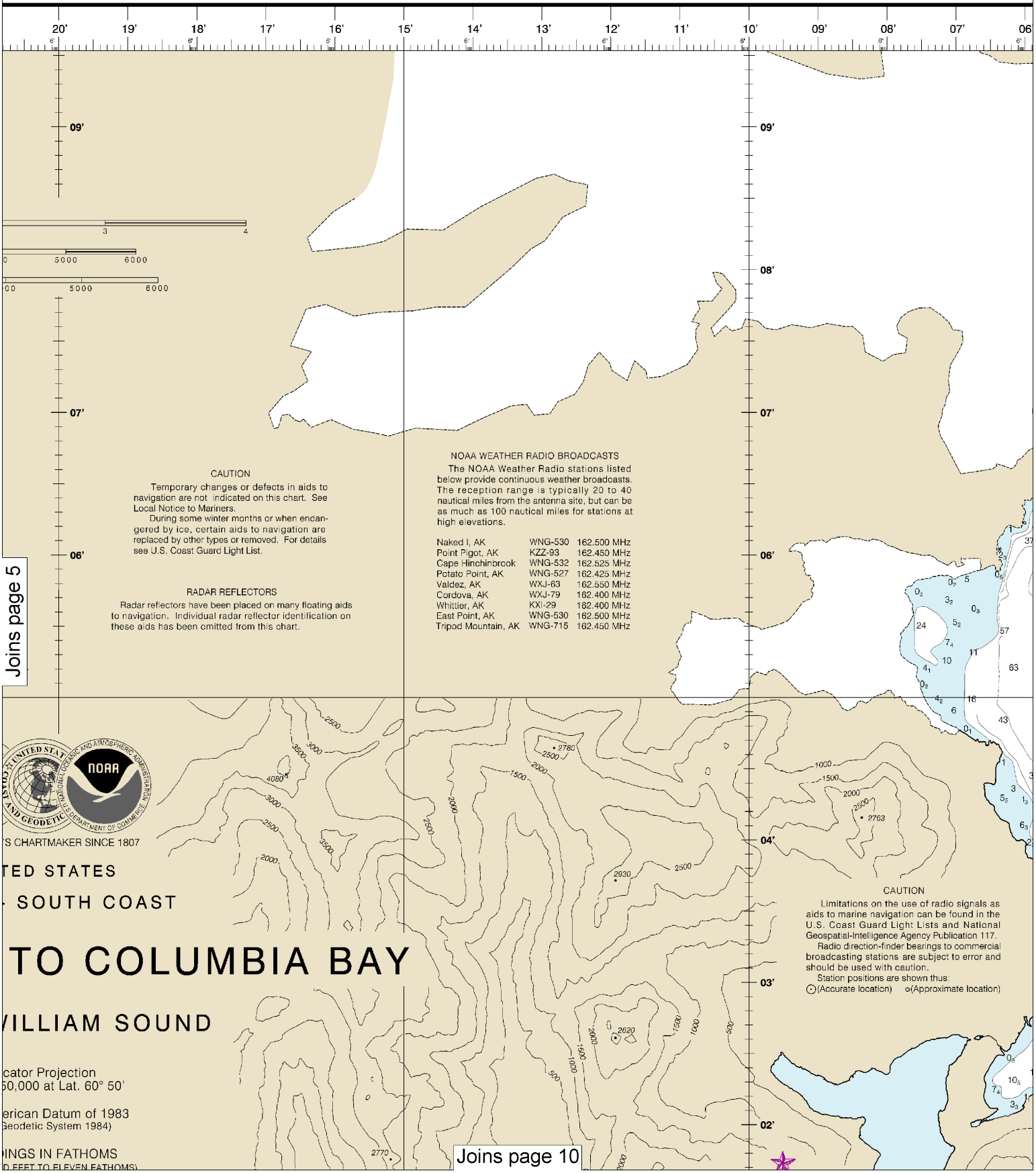
Printed at reduced scale.

~~SCALE 1:50,000~~
Nautical Miles
Yards

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles 1 0 1 2 3 4

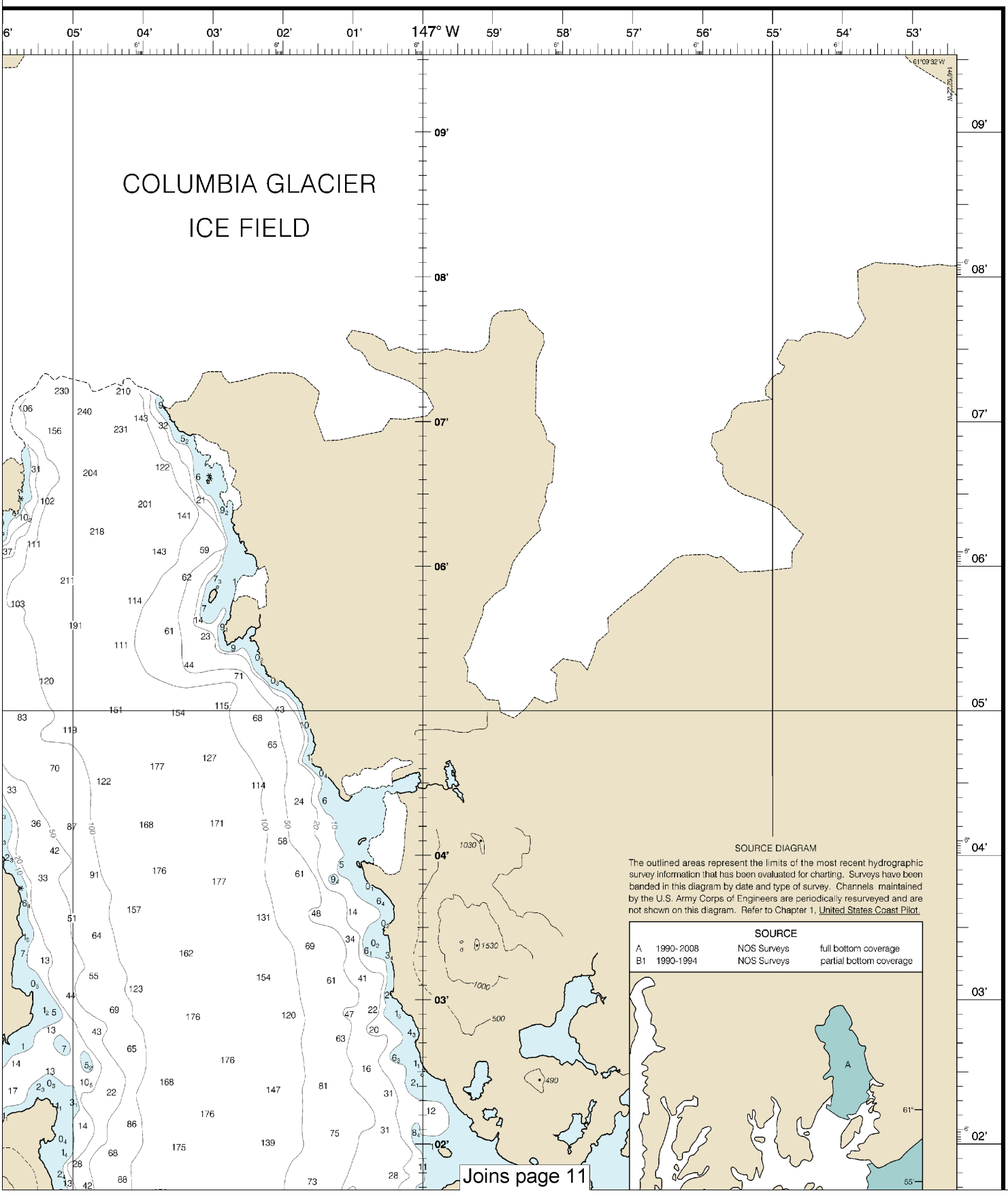
Yards 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

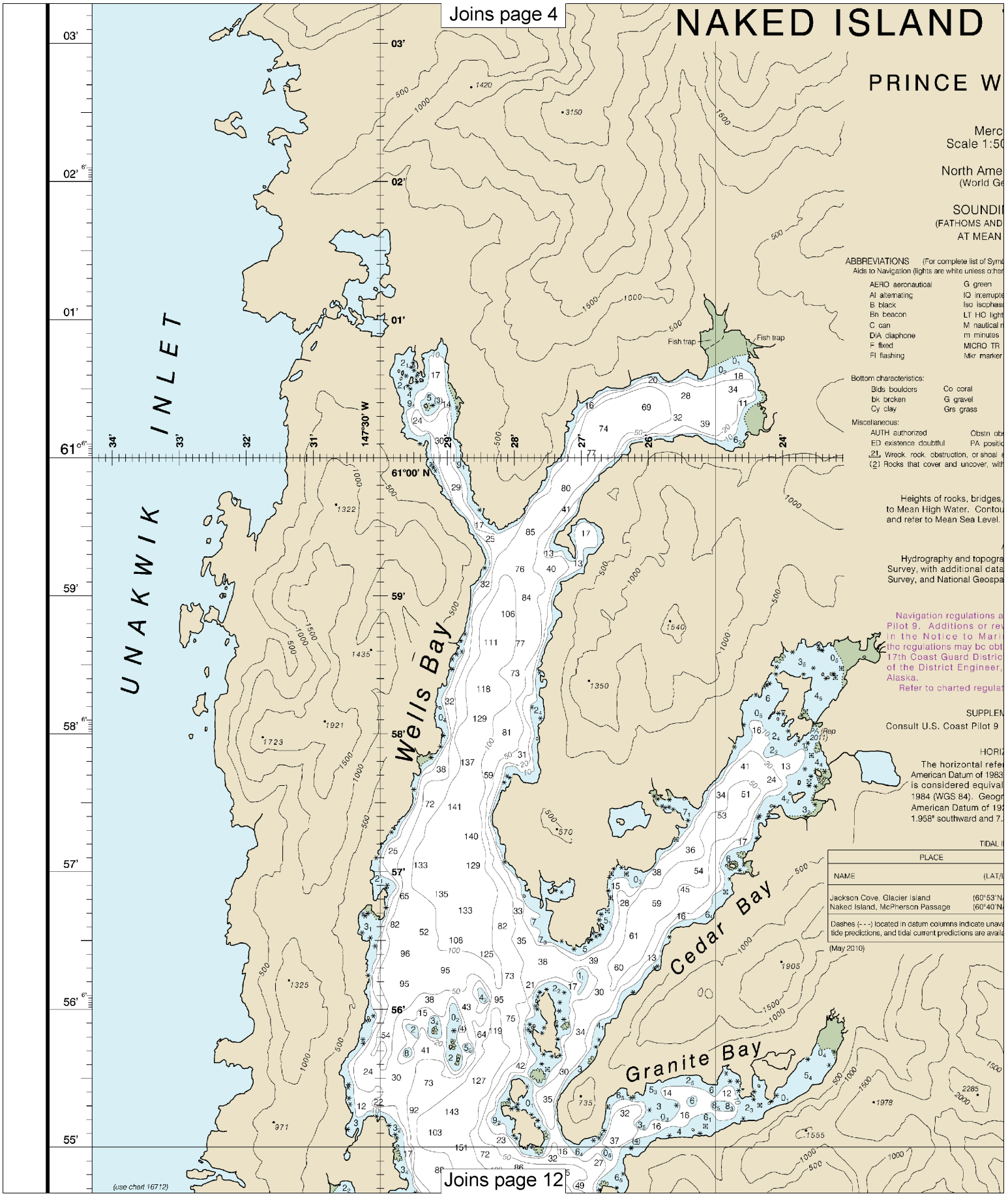
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

16713



Last Correction: 5/13/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

TO COLUMBIA BAY

VILLIAM SOUND

Joins page 5

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

icator Projection
50,000 at Lat. 60° 50'

erican Datum of 1983
Geodetic System 1984)

INGS IN FATHOMS
D FEET TO ELEVEN FATHOMS)
N LOWER LOW WATER

mbols and Abbreviations, see Chart No. 1.)
herwise indicated):

pted quick	Mo morse code	R TR radio tower
ase	N nun	Rot rotating
ghthouse	OBSC obscured	s seconds
l mile	Oc occulting	SEC sector
s	Or orange	St M statute miles
R microwave tower	Q quick	VQ very quick
er	R red	W white
	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

gy gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky

bstruction	PD position doubtful	Subm submerged
ition approximate	Rep reported	

l swept clear to the depth indicated.
ith heights in feet above datum of soundings.

HEIGHTS
s, landmarks and lights are in feet and refer
our and Summit elevation values are in feet
l.

AUTHORITIES
raphy by the National Ocean Service, Coast
ta from the U.S. Coast Guard, Geological
patial-Intelligence Agency.

NOTE A
are published in Chapter 2, U.S Coast
evisions to Chapter 2 are published
tiners. Information concerning
btained at the Office of the Commander,
ict in Juneau, Alaska, or at the Office
r, Corps of Engineers In Anchorage,

ation section numbers.

EMENTAL INFORMATION
9 for important supplemental information.

RIZONTAL DATUM
ference datum of this chart is North
83 (NAD 83), which for charting purposes
alent to the World Geodetic System
graphic positions referred to the North
927 must be corrected an average of
7.342' westward to agree with this chart.

L INFORMATION

	Height referred to datum of soundings (MLLW)		
T/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
N/147°14'W)	11.9	11.0	1.5
N/147°24'W)	11.8	10.9	1.4

available datum values for a tide station. Real-time water levels,
ailable on the Internet from http://tidesandcurrents.noaa.gov.

03'
02'
01'
00'
59'
58'
57'
56'
17'
16'
14'
12'
11'
09'
08'
07'
06'
147°10' W
61°00' N

MAGNETIC
VAR 20°00'E (2010)
ANNUAL DECREASE 19'

Fish trap
Billys Hole
Schrader I
Long Bay
Granite Cove
Useless Cove
Flent Pt
Long Pt
Columb
Eickelberg Bay
Buyers Cove
Slipper Pt

Joins page 10
Joins page 13

TO COLUMBIA BAY

VILLIAM SOUND

cator Projection
50,000 at Lat. 60° 50'

erican Datum of 1983
Geodetic System 1984)

INGS IN FATHOMS
D FEET TO ELEVEN FATHOMS)
N LOWER LOW WATER

mbols and Abbreviations, see Chart No. 1.)
erwise indicated).

pted quick	Mo morse code	R TR radio tower
ase	N nun	Rot rotating
ghthouse	OBSC obscured	s seconds
l mile	Oc occulting	SEC sector
s	Or orange	St M statute miles
R microwave tower	Q quick	VQ very quick
er	R red	W white
	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

gy gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky

bstruction	PD position doubtful	Subm submerged
tion approximate	Rep reported	
swept clear to the depth indicated.		
ith heights in feet above datum of soundings.		

HEIGHTS
s, landmarks and lights are in feet and refer
our and Summit elevation values are in feet
l.

AUTHORITIES
raphy by the National Ocean Service, Coast
ta from the U.S. Coast Guard, Geological
patial-Intelligence Agency.

TE A
ublished in Chapter 2, U.S Coast
ns to Chapter 2 are published
s. Information concerning
d at the Office of the Commander,
Juneau, Alaska, or at the Office
rps of Engineers In Anchorage,

section numbers.

TAL INFORMATION
for important supplemental information.

RIZONTAL DATUM
erence datum of this chart is North
83 (NAD 83), which for charting purposes
alent to the World Geodetic System
graphic positions referred to the North
927 must be corrected an average of
7.342' westward to agree with this chart.

L INFORMATION

	Height referred to datum of soundings (MLLW)		
T/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
N/147°14'W)	11.9	11.0	1.5
N/147°24'W)	11.8	10.9	1.4

vailable datum values for a tide station. Real-time water levels,
ilable on the Internet from http://tidesandcurrents.noaa.gov.

Joins page 6

Joins page 9

Joins page 14

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Billys Hole
Schrader I
Long Bay
Useless Cove
Granite Cove
Columbia
Flent Pt
Long Pt
Eickelberg Bay
Buyers Cove
Slipper Pt
Fish trap

MAGNETIC
VAR 20°00'E (2010)
ANNUAL DECREASE 19'

147°10' W
61°00' N

Note: Chart grid lines are aligned with true north.

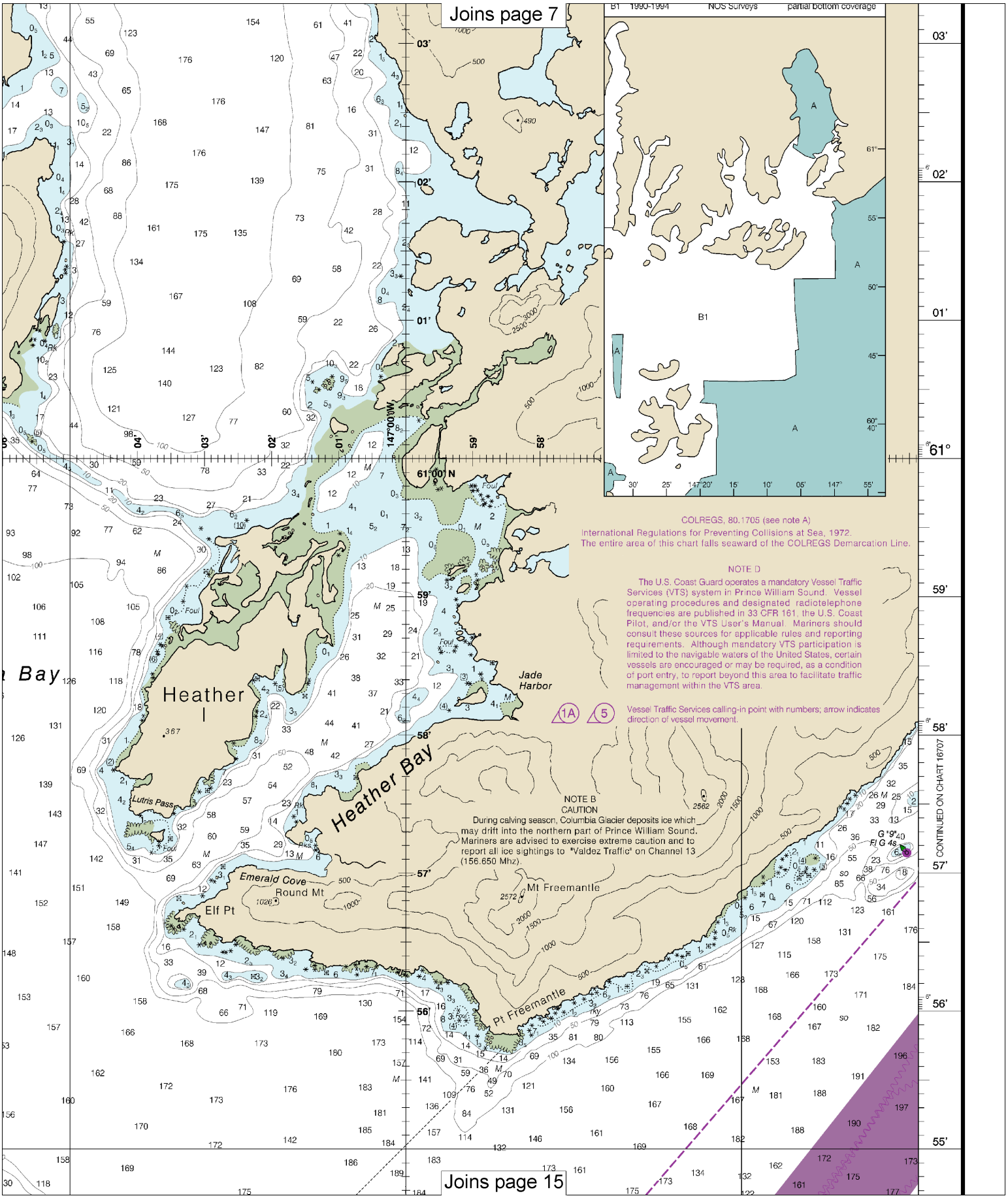
Printed at reduced scale.

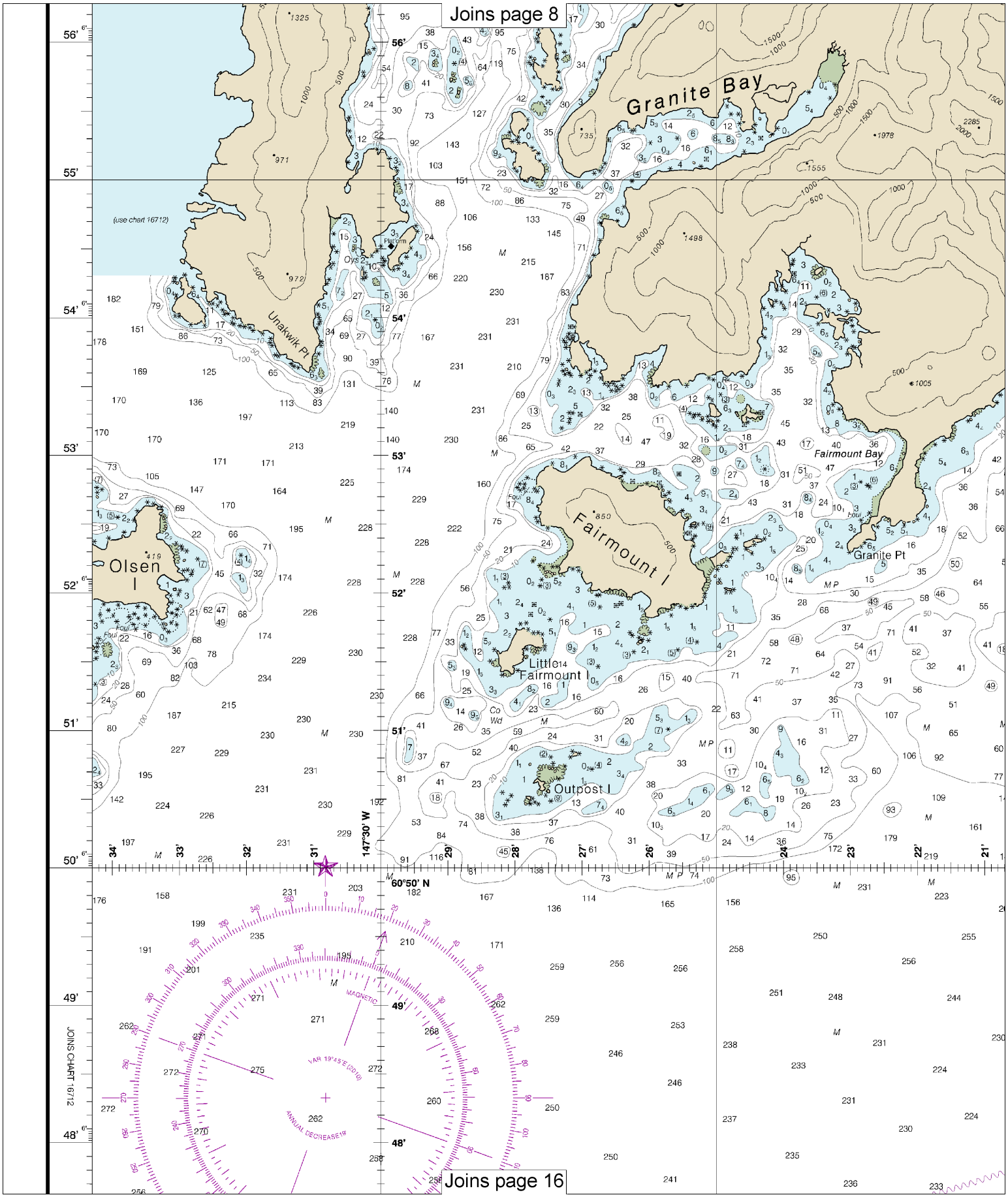
SCALE 1:50,000

Nautical Miles
1 0 1 2 3 4

Yards
1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 7
B1 1990-1994 NOS Surveys partial bottom coverage
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.
NOTE D
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.
1A 5
Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.
NOTE B
CAUTION
During calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.650 Mhz).
Heather Bay
Heather
Jade Harbor
Lutris Pass
Emerald Cove
Round Mt
Elf Pt
Mt Freemantle
Pt Freemantle
61°00' N
147°00' W
CONTINUED ON CHART 16707
Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

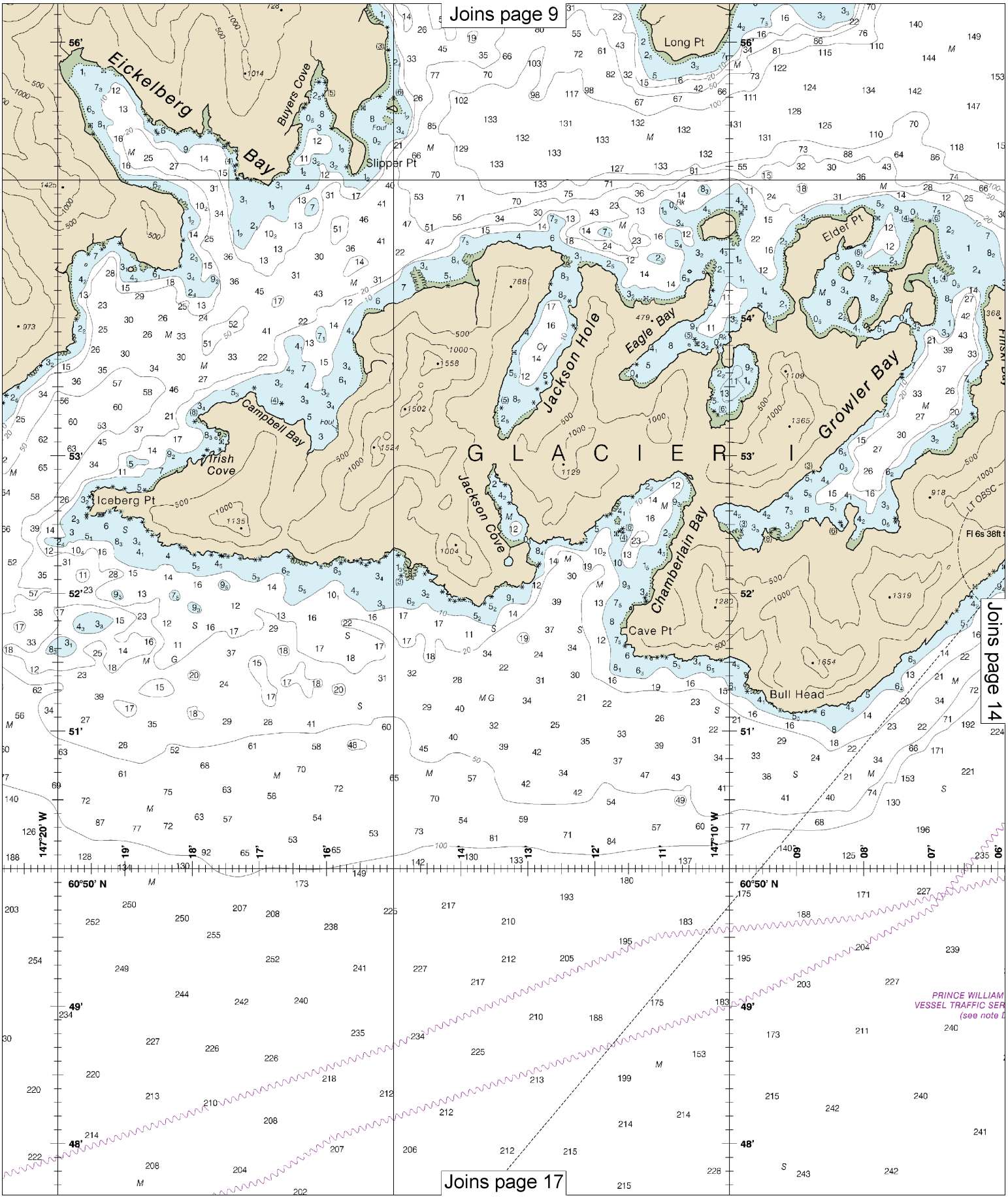
Nautical Miles

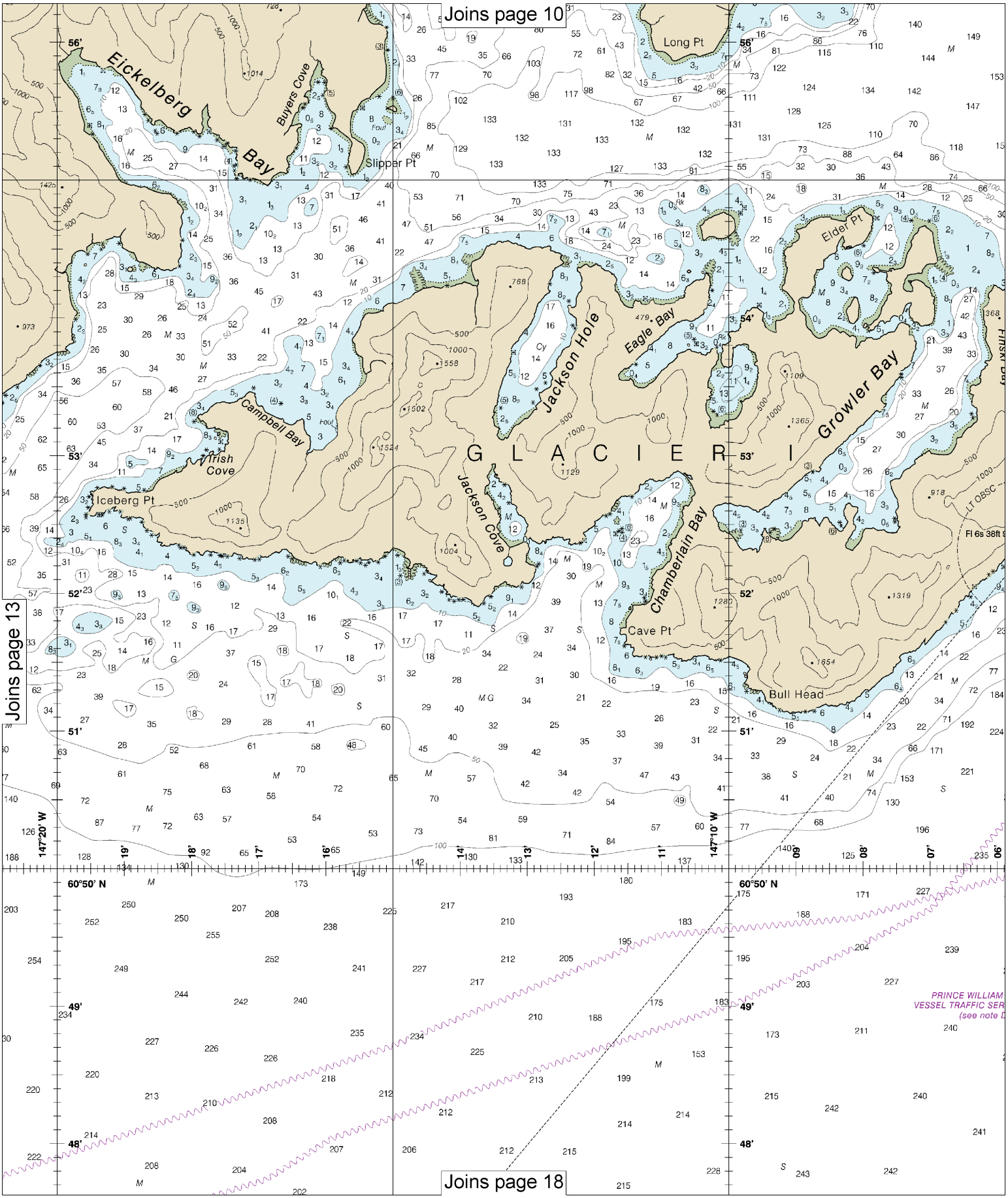
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 9
Eickelberg Bay
Buyers Cove
Slipper Pt
Long Pt
Elder Pt
Eagle Bay
Jackson Hole
Jackson Cove
Campbell Bay
Irish Cove
Iceberg Pt
Chamberlain Bay
Growler Bay
Cave Pt
Bull Head
G L A C I E R I
Joins page 14
Joins page 17
56'
53'
52'
51'
49'
48'
147°20' W
147°10' W
60°50' N



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000

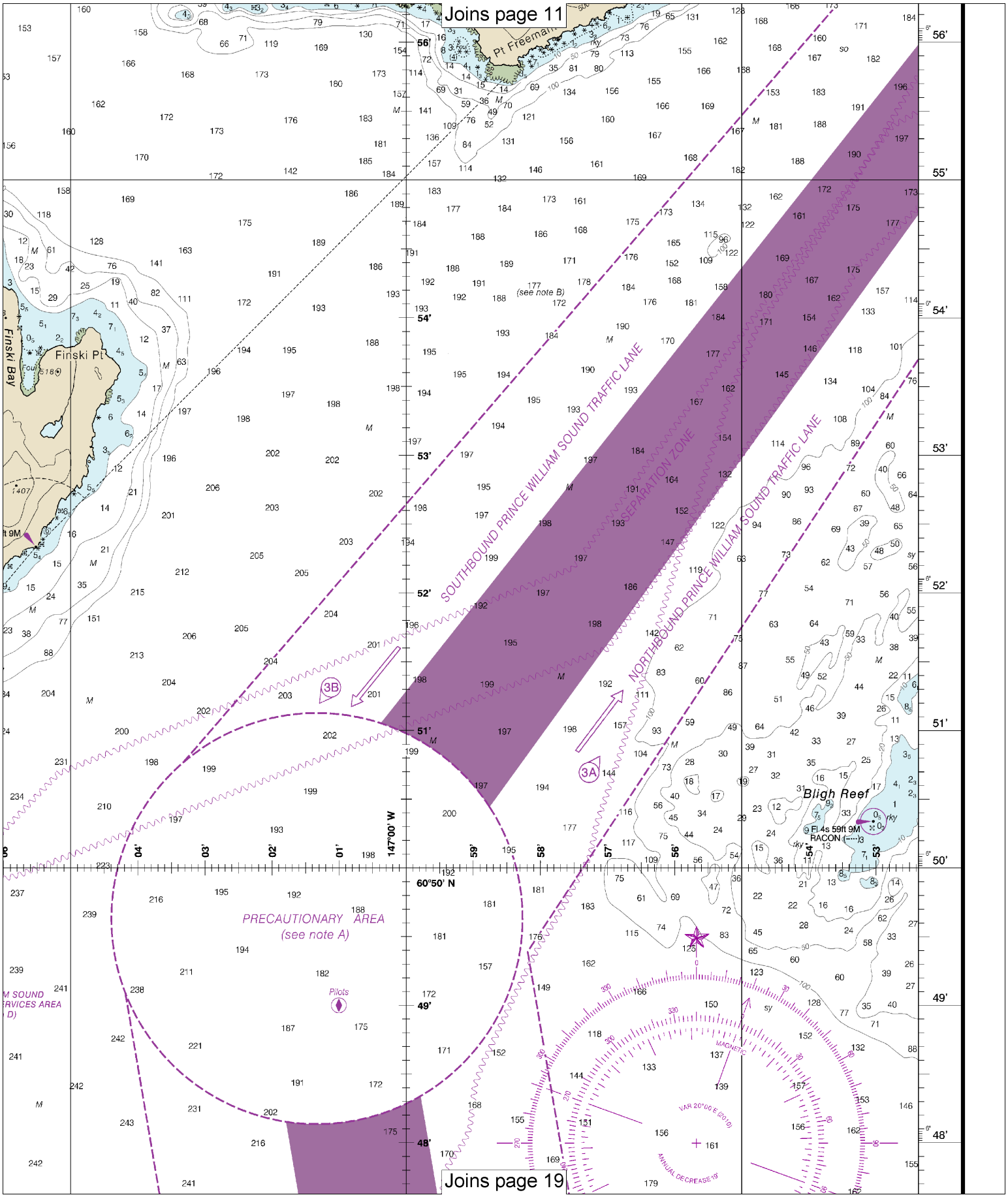
Nautical Miles

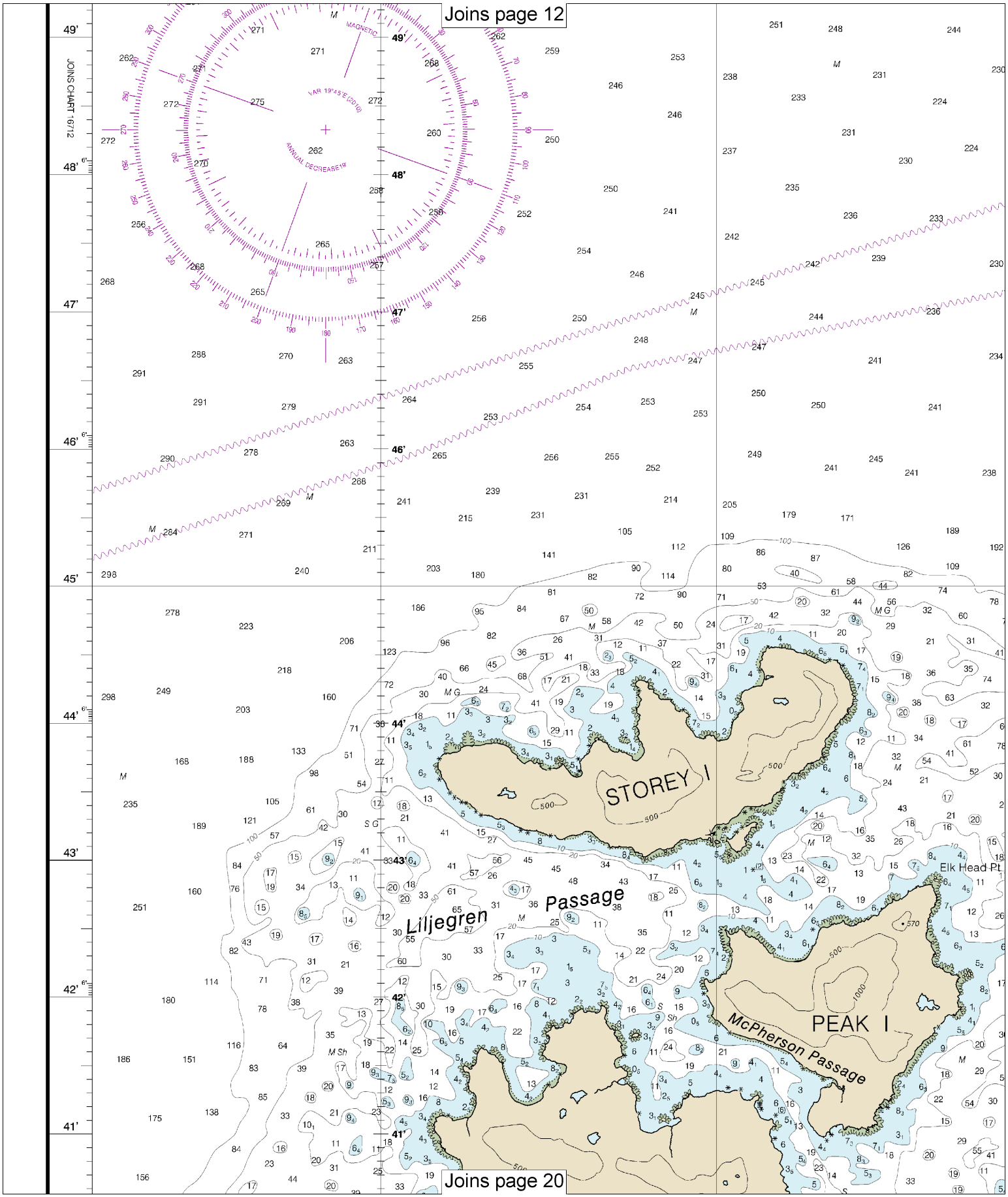
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 11
Pt Freeman
Finski Bay
Finski Pt
SOUTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE
SEPARATION ZONE
NORTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE
3B
3A
Bligh Reef
Fl 4s 59ft 9M
RACON (----)3
PRECAUTIONARY AREA
(see note A)
Pilots
60°50' N
147°00' W
04'
03'
02'
01'
59'
58'
57'
56'
56'
55'
54'
53'
52'
51'
50'
49'
48'
MAGNETIC
VAR 20°00 E (2010)
ANNUAL DECREASE 19'
Joins page 19



16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000

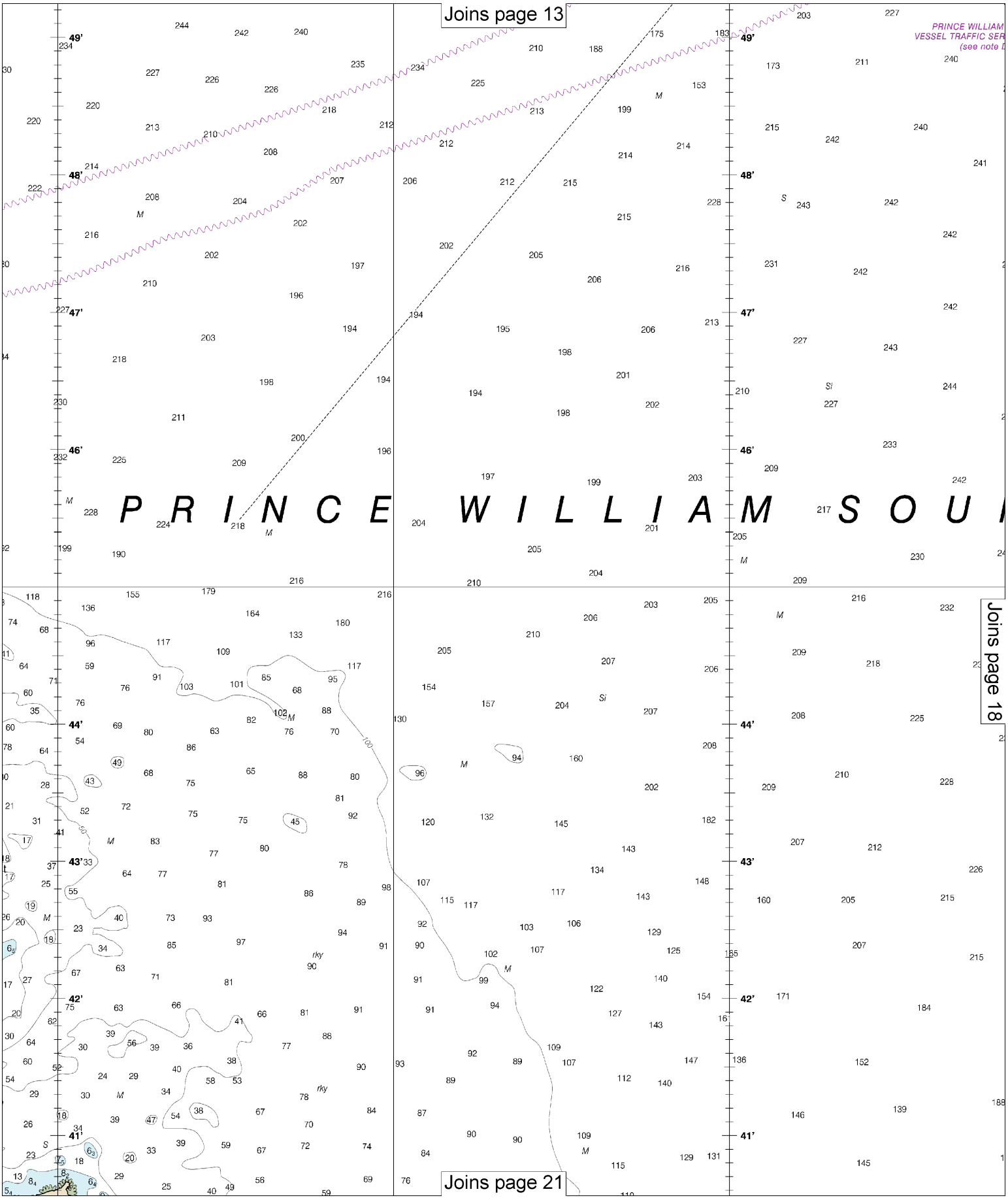
Nautical Miles

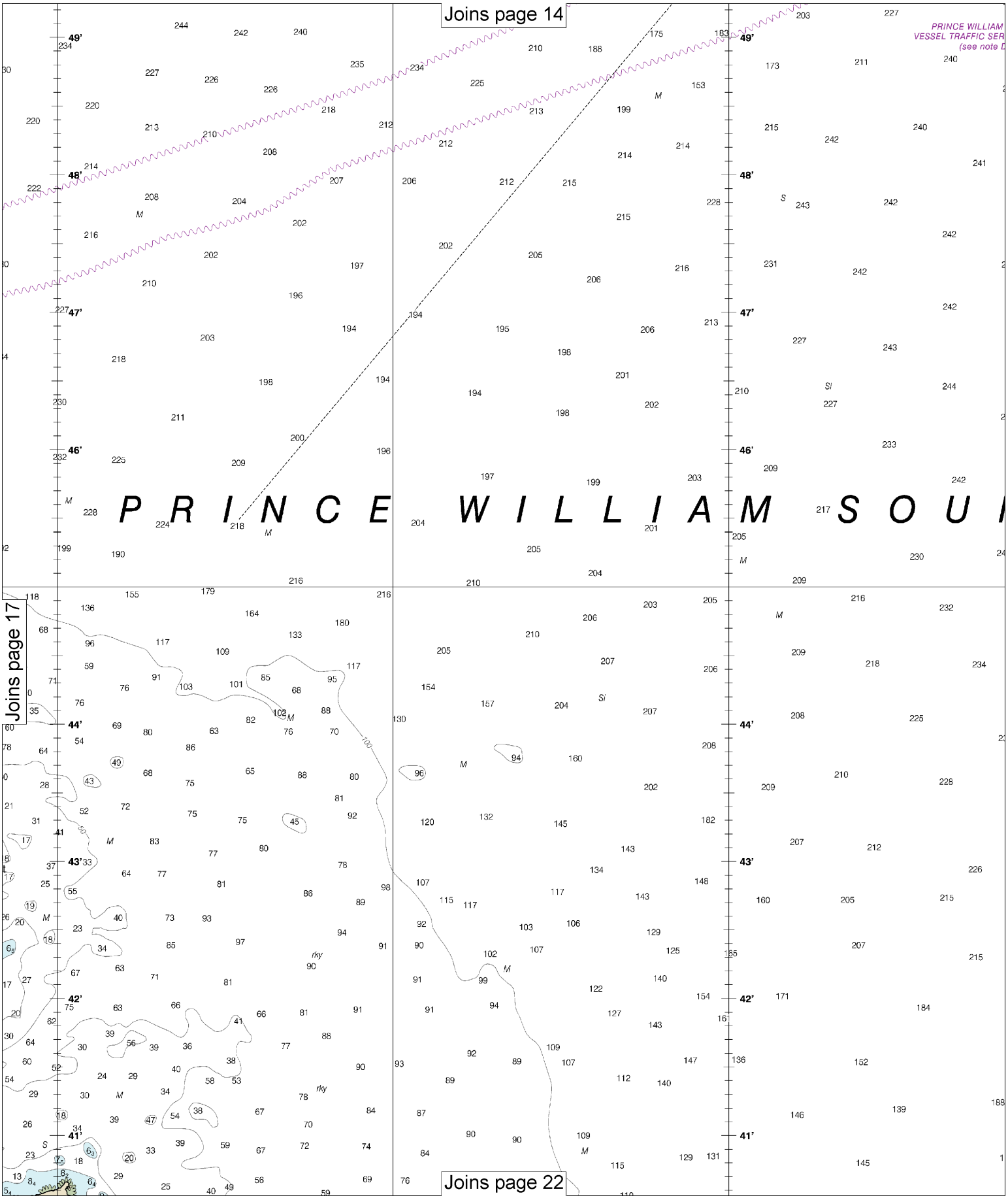
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 13
PRINCE WILLIAM
VESSEL TRAFFIC SER
(see note
PRINCE WILLIAM SOU
Joins page 18
Joins page 21
49'
48'
47'
46'
44'
43'
42'
41'



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000

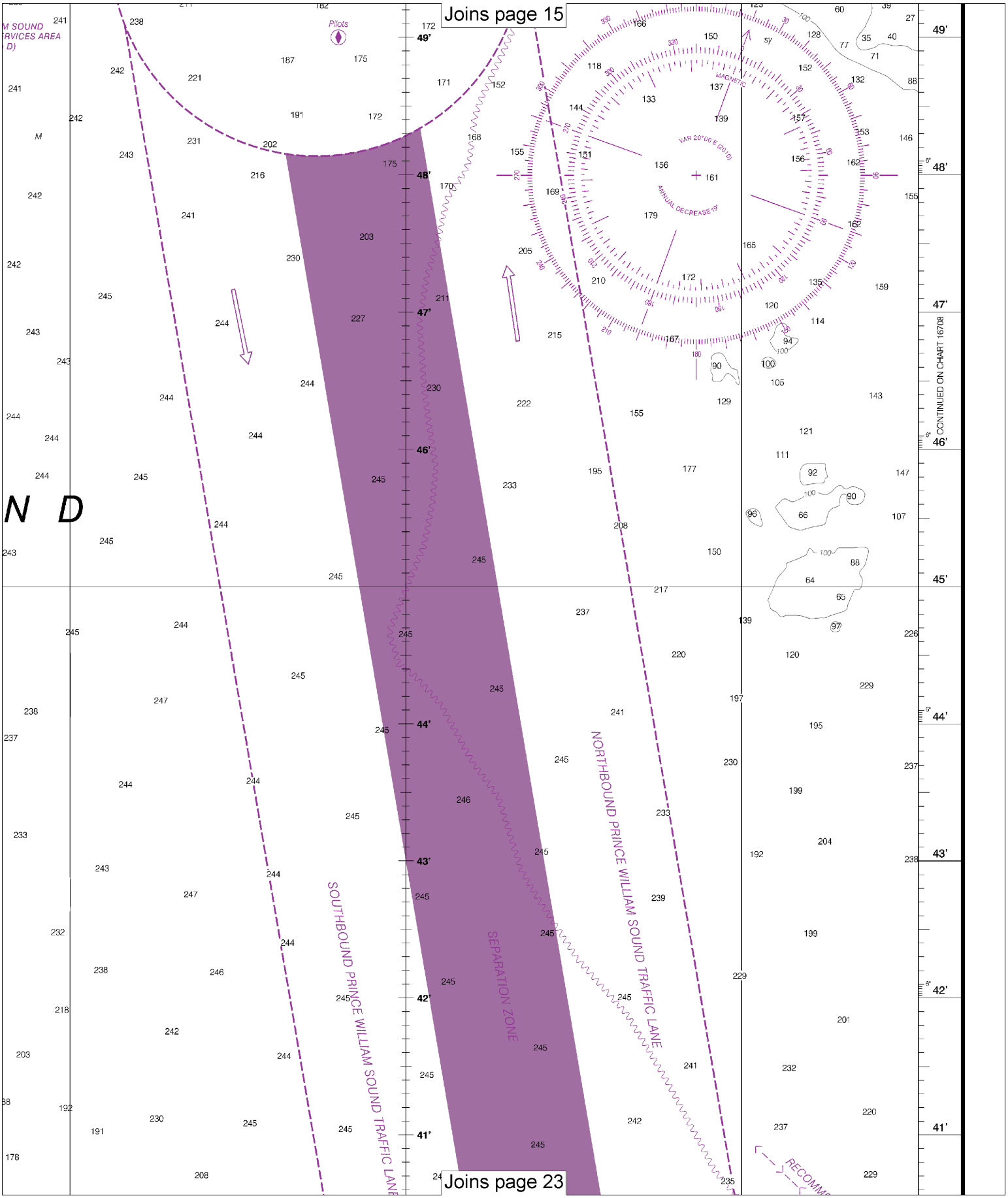
Nautical Miles

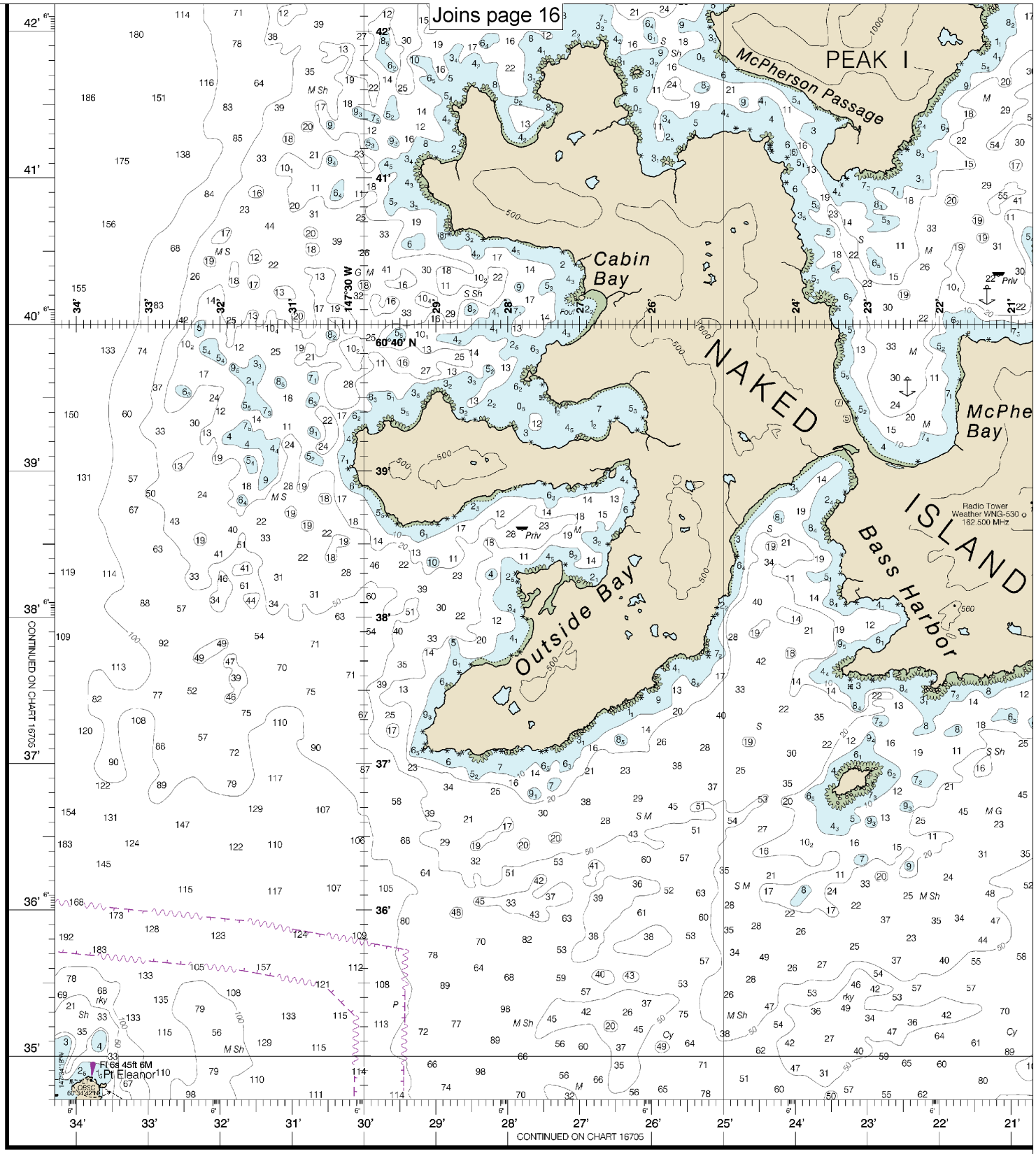
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 15
Pilots
SOUTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE
SEPARATION ZONE
NORTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE
CONTINUED ON CHART 16708
Joins page 23



4th Ed., Jul. 2010

16713

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FAT

(FATHOMS AND FEET TO 11 FATH

Last Correction: 5/13/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

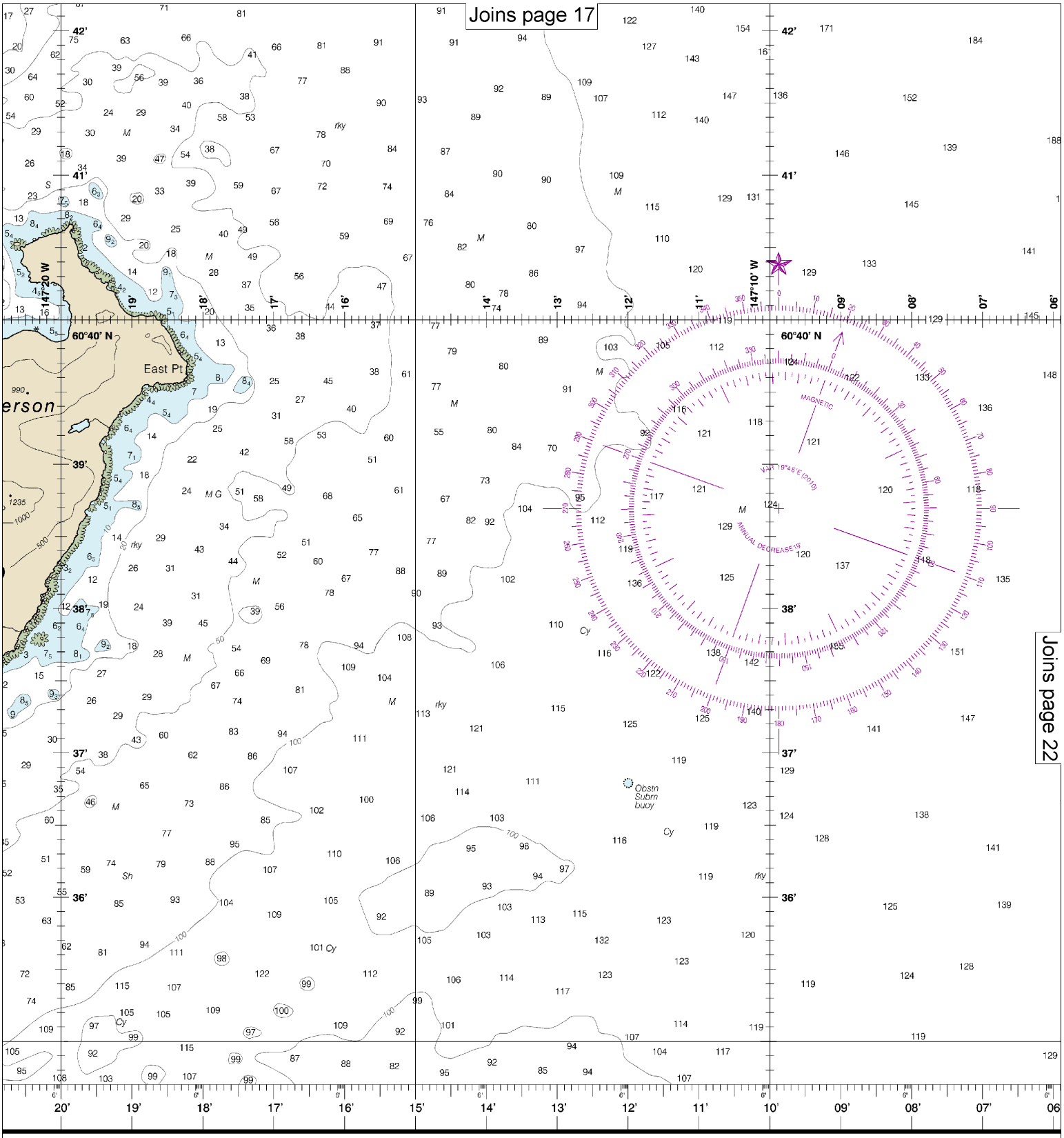
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

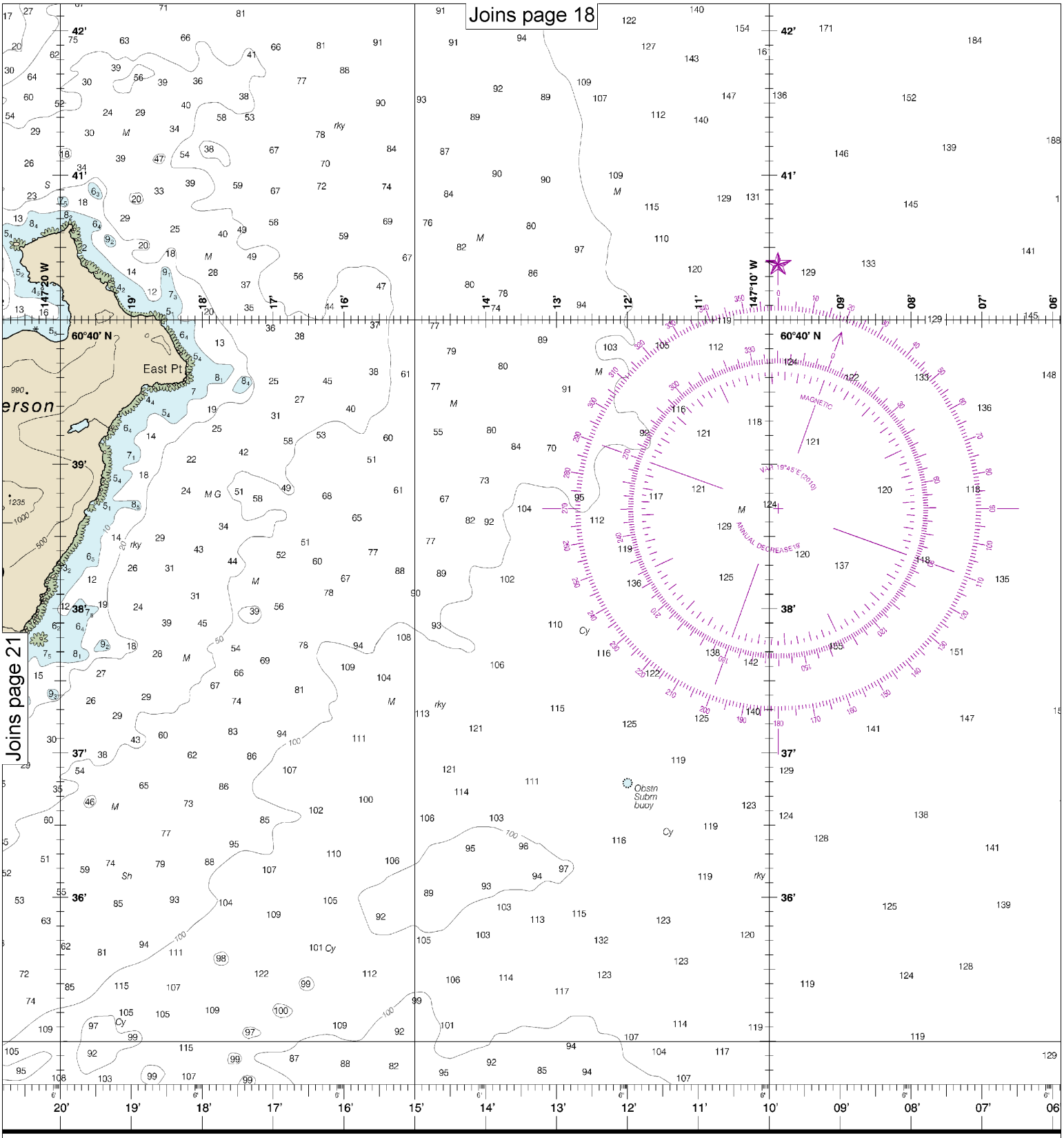
See Note on page 5.



THOMS
(HOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



THOMS
(HOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000

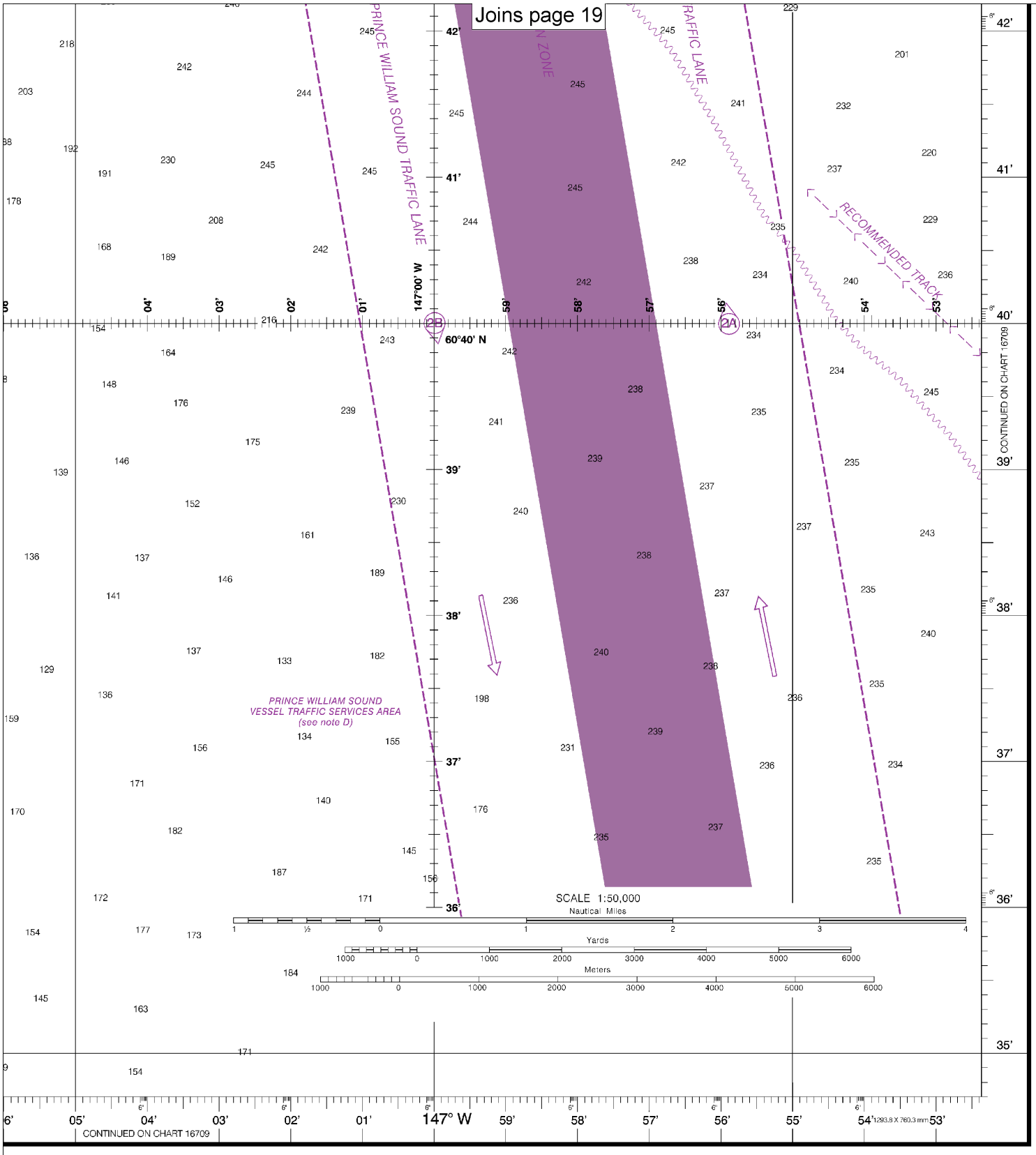
Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



Naked Island to Columbia Bay

SOUNDINGS IN FATHOMS - SCALE 1:50,000

16713

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker